

PROPOSED  
MITIGATED  
DETERMINATION OF NON-SIGNIFICANCE  
SDPA16-00001

DESCRIPTION OF PROPOSAL: The proposal includes updating the Site Development Permit for Central Park and the construction of improvements.

PROPONENT Jennifer Fink, City of Issaquah Parks Department

LOCATION: City of Issaquah, Central Park

LEAD AGENCY: City of Issaquah

The Responsible Official of the City of Issaquah hereby makes the following Findings of Fact based upon impacts identified in the environmental checklist and supporting technical documents, and Conclusions of Law based upon the Issaquah Comprehensive Plan, and other Municipal policies, plans, rules and regulations designated as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act Rules pursuant to RCW 43.21C.060.

**FINDINGS OF FACT:**

1. The proposed action includes:
  - a. Updating the Site Development Permit for Central Park;
  - b. Phase 1: The Pad #1 project proposes to transform an existing, grass athletic field located in Issaquah's Central Park into an artificial turf field. The field will be large enough to accommodate two (2) full sized soccer/lacrosse fields and will also be striped and equipped for baseball as well. Other youth sports teams will also have use and access to the fields. Field lighting will be provided as well as associated features such as walkways, path lighting, fencing, dugouts, backstops, and drinking fountains. Additional parking is also proposed, expanding the existing parking area at the north end of Central Park to accommodate 102 vehicles. The proposal also includes widening the Park Access Drive to improve parking and vehicular circulation; and,
  - c. Future Phases: Parking and recreation space is proposed for construction at the neighboring Pad #4 site. An 8,000 SF community building is also proposed on lot adjacent to the site. Other site amenities within Central Park (playgrounds, picnic shelters, a youth bike park, additional parking lot and trail lighting, restrooms and storage area) are also part of this proposal.
2. The development of Issaquah Highlands was reviewed for SEPA compliance with the Grand Ridge EIS. The documents associated with the EIS are available for review during regular business hours at the City of Issaquah.

3. A Traffic Impact Analysis, dated 21 July 2016 and prepared by Transpo Group, was submitted in support of the Checklist.
4. Soil movement, generated through grading activities, could potentially cause erosion and mitigation measures are implemented.
5. Temporary truck trips generated by the fill hauling operations will likely cause adverse impacts to traffic operations on local streets during peak traffic hours and thus generate increased levels of local suspended particulate emissions unless mitigation measures are implemented.
6. Without mitigation measures in place, site preparation and construction activities will generate increased levels of local suspended particulate emissions.
7. The project site is adjacent to wetlands according to the City's inventory.
8. Sedimentation impacts on the area water courses, wetlands and surface water system unless mitigation measures are utilized.
9. The project could potentially cause disruption to the functions and values of the adjacent wetlands by adding pollutants and creating human intrusions not currently present.
10. The creation of expanses of impervious surfaces will increase the quantity of storm water discharge from the site. The project's storm drainage facilities must be properly designed and constructed to accommodate the increased runoff.
11. At the time of project permitting, landscape plans will be required which demonstrate the project's compliance with zoning requirements for quantity, size and location of landscape areas as well as the treatment for any above-grade storm water facilities.
12. The proposed development may result in light and glare impacts if mitigation measures are not implemented.
13. The location of communications facilities could adversely impact the aesthetics of the park if mitigation measures are not included.
14. A traffic impact analysis was prepared by the Transpo Group on 21 July 2016 to evaluate existing traffic conditions and impacts. According to the report, the proposed development will generate approximately 248 Weekday PM peak trips and up to 401 peak midday weekend trips. A breakout by phase looks like:
  - a. Phase 1: 212 PM Peak trips, 304 weekend midday
  - b. Pad 4/Bike park: 31 PM Peak Trips, 76 weekend midday
  - c. Community Building: 5 PM Peak Trips, 121
15. Based on this expected volume, it is not anticipated that the project will generate an adverse traffic impact on the City's street network. However, improvements adjacent to the site will be required to ensure adequate access to the site is provided.
16. The proposal will increase pedestrian traffic in the area.
17. The proposal will increase the need for bicycle facilities west of the BPA corridor.

18. The previous environmental documents identified in the Final Staff Evaluation and their supporting documents are hereby incorporated by reference as though set forth in full. These documents are available for review at the Development Services Department.

### **CONCLUSIONS OF LAW:**

Staff have concluded that a MDNS may be issued. This decision is based upon the environmental checklist and its attachments, and the "Final Staff Evaluation for Environmental Checklist". The MDNS is supported by plans and regulations formally adopted by the City for the exercise of substantive authority under SEPA. The following are City-adopted policies which support the MDNS:

Balance urban development and the health and safety of citizens against the value associated with the protection and promotion of the natural environment, Significant Trees and environmentally critical areas. (LU Policy A1)

Ensure that all development is consistent with the City's vision through the implementation of the Land Use Code, critical areas regulations and other development regulations. (LU Policy A2)

Encourage stormwater best management practices that promote on-site stormwater infiltration, effective water quality treatment, and the conservation and recapture of rainwater for use in irrigation systems. (LU Policy D2)

Identify and implement stormwater solutions that promote development and redevelopment, while also protecting receiving streams and groundwater, within the requirements of the NPDES Phase 2 Municipal Stormwater Permit (Phase II Permit) and other state and federal regulations. (LU Policy D3)

Encourage and develop municipal facilities such as libraries, parks, culture, recreation and education facilities, in a fashion that does not overextend the community's ability to pay for needed facilities or decrease service levels below locally established minimum standards. (LU Policy H1)

Maintain development regulations that promote compatibility between uses, retain desired neighborhood character, ensure adequate light, air and open space, protect and improve environmental quality and manage potential impacts on public facilities and services by addressing features such as pervious surface ratios, density, setbacks, height, location of garages and parking areas, design standards, landscaping, and pedestrian linkages. (LU Policy H2)

Require provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area. (LU Policy H3)

Provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, including Central Issaquah and Olde Town. (LU Policy J3)

Design and build Issaquah's public buildings to enhance their function as community gathering spaces. (LU Policy J4)

Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing comfortable, direct or convenient links between:

- a. Residential neighborhoods
- b. Schools
- c. Recreation facilities and parks
- d. Employment centers
- e. Shopping and service designations

- f. Community gardens, and
- g. Transit  
(LU Policy J5)

Foster a mobility system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment. (T Policy B3)

Develop a mobility system that minimizes negative impacts to human health. (T Policy B5)

Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. (T Policy D2)

Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian and bicycle facilities and gathering spaces. (T Policy E1)

Incorporate transit supportive and multimodal/nonmotorized friendly design features in new and re-development through the development review process. (T Policy F2)

Manage parking through plans and programs that support Issaquah's land use objectives. (T Policy F3)

Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities. (T Policy G1)

Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies. (T Policy G8)

Design transportation and storm water improvements to protect water resources including surface water, groundwater, and stormwater. (T Policy G9)

Provide sidewalks whenever new corridors are constructed and when properties are redeveloped. (T Policy K1)

Separate pedestrians from traffic lanes by the use of street trees and landscaped strips unless physical obstacles present significant difficulties or budget constraints are present. (T Policy K2)

Require bicycle amenities such as bicycle parking, lockers, and tool boxes at community destinations – places that people want to connect to and from – throughout the City. (T Policy L3)

Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives. (T Policy L6)

Perpetual Opportunities: Provide a wide variety of unique active and passive recreational facilities, experiences, programming and opportunities which are proportional to the needs of the community. Future needs should also be anticipated within the park and recreation system. (P Policy A1.3)

Consider Appropriate Enhancement Opportunities: Where feasible and appropriate, enhance each park property to its fullest potential while honoring all property, deed and natural restrictions to provide users with maximum park and recreational opportunities and benefits. (P Policy A2.5)

Balanced Park and Recreational Experience: Strive to balance passive and active recreational and sensory opportunities, programming, native environments, wildlife, forested hillsides, visual relief, arts and facilities within the City of Issaquah's park system as the population grows and as user needs change. (P Policy B3.6)

Multi-Seasonal: Provide a wide variety of recreational and park experiences throughout the year for maximum benefit and enjoyment. (P Policy B4.3)

Active and Passive Park Facilities: Provide active and passive park and recreational facilities to as many persons as possible. Where appropriate, provide multi-use active recreational opportunities within park facilities consistent with the intended use of the particular park facilities. (P Policy B6.1)

Park Programs: Offer a wide variety of recreational programs, services and classes to meet the community's diverse needs. Continue to grow, diversify and expand recreational experiences offered. All programs, services and classes are to be administered in a quality, caring and efficient manner. (P Policy C7.2)

Determine utility infrastructure necessary for a given development concurrently with site plan entitlement. (U Policy B3)

Encourage the consolidation of facilities such as towers, poles, antenna, substation sites, trenches, and easements, and rights-of-way where reasonably feasible and in accordance with prudent utility practice to minimize adverse impacts on adjacent land uses. (U Policy F4)

Promote public art in parks, urban trails, public spaces and community infrastructure. (C Policy C1)

## **CONDITIONS:**

The lead agency for this proposal has determined that it does not have a probable, significant adverse impact on the environment, and an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c), only if the following conditions are met. This decision was made after the review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

1. Prior to the issuance of any building or grading permits, a temporary grading, drainage, erosion and sedimentation control plan is required. This plan shall show: quantities and locations of excavations, and embankments; the design of storm drainage retention/detention system; and, methods of preventing drainage, erosion and sedimentation from impacting adjacent properties, natural and public storm drainage systems. The measures shall be implemented prior to beginning on-site filling, grading or construction activities. In addition, the plan shall include a construction sequence element which clearly identifies the timing and methodology required to:

- ❖ Contain areas of active earthwork to prevent uncontrolled discharge of stormwater
- ❖ Minimize the extent and time soils are exposed on-site; and,
- ❖ Address seasonal variations in weather conditions (the period of greatest concern is October 1 through April 1).

All temporary storm drainage facilities shall be designed to meet City stormwater standards.

2. Prior to the issuance of grading permits, the applicant must furnish a prepared route and schedule for hauling fill material to and from the site. If, in the opinion of the City, such hauling will adversely impact the street network, hauling hours will be limited to appropriate off-peak hours or routes.

3. The contractor shall be required to water the site, as necessary, to reduce dust emissions as a result of construction activity. The contractor shall also be responsible for sweeping of public streets which may become soiled as part of construction or hauling activities. These actions shall be governed as directed by Development Services.

4. Prior to the approval of the connection of the Pad 1 stormwater to the proposed rain garden, the applicant shall provide Development Services with a letter/report from a qualified expert that confirms that stormwater flow to Wetland NF18 will not be detrimental to the wetland.

5. The proposed exterior lighting shall be shielded, hooded and directed to avoid light spillage onto adjacent properties and rights-of-way and will minimize glare for adjacent residential areas.
6. Should any items of potential cultural or historic significance be encountered during construction activities, work must be halted in an area large enough to maintain integrity and the State Office of Archaeology and Historic Preservation and the Muckleshoot Indian Tribe, as appropriate, should be immediately consulted.
7. Should any new wireless communications devices be located in Central Park, an additional ASDP will be required as they are not included in this project. With any proposals, the applicant should collocate on existing poles located NE of the proposed Community building.
8. The development of recreational facilities west of the BPA corridor will encourage bicycle access to this area. The crossing of the park road will be signed for pedestrian and bicycle crossing. A multi-use trail will continue west to access Pad 4. Bicycle racks will be included with project improvements.
9. Pad 4 will include a space for the inclusion of a Public Art element.
10. The proposed project could contribute additional vehicle trips to Park Drive and College Way. The additional trips are dependent upon: 1) scheduling of Pad 1; and 2) the ultimate use placed on the Community Building site. Therefore, the required mitigation for traffic impacts is listed below along with the trigger for those improvements:
  - a. Park Drive/Central Park traffic signal: must be operational before Pad 1 is scheduled beyond 75% of capacity;
  - b. Central Park/College Drive mini-roundabout: must be installed prior to occupancy of the Community building.

This MDNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date of issuance. Comments must be submitted by 5:00 pm on November 14, 2016.

Any person aggrieved of the City's determination may file an appeal with the Issaquah Permit Center within 21 days of the mailing of the final determination. Copies of the final determination, specifying the appeals deadline, can be requested or obtained from the Development Services Department.

RESPONSIBLE OFFICIAL:  
POSITION/TITLE:

Mike Martin, Associate Planner  
Development Services Department  
1775 – 12<sup>th</sup> Ave NW  
Issaquah, Washington 98027  
(425) 837-3103

DATE ISSUED: October 28, 2016

SIGNATURE:



**NOTE: this determination does not constitute approval of the proposal. The proposal will be reviewed for and required to meet all appropriate City development requirements.**